

struction to meet present-day standards of design safety. However, it has been disappointing, to put it mildly, to learn that many of these design deficiencies persist even in some of our newest, most up to date, most modern federally aided primary roads. We have also learned that they are present on portions of our great Interstate System, and on a nationwide basis.

We resume this morning the testimony of Mr. Joseph Linko, a concerned citizen of the New York area, whose alertness and dedication have already been established by his testimony to date. His documented photographs have played a large part in our opening testimony.

We also continue to have the benefit of the skilled knowledge and experience of very many years of Mr. Charles W. Prisk, Deputy Director of the Office of Traffic Operations, U.S. Bureau of Public Roads. Mr. Prisk is well and favorably known in highway circles, having labored long in the cause of highway safety.

Both witnesses have been previously sworn and both witnesses are still under oath and they are here this morning. We welcome you, Mr. Prisk and Mr. Linko, to resume your testimony and presentation.

Mr. May.

Mr. W. MAY. Mr. Prisk, would you tell the committee how you first met Mr. Linko and what happened?

Mr. PRISK. This was in the fall of 1965 at the American Association of State Highway Officials' annual convention. Mr. Linko approached me with an interest in taking part in a program of the association, some part of the committee program. Later he talked to me about the subject matter that he had.

Mr. Williams was at that time Director of the Office of Highway Safety. He and I took Mr. Linko to our hotel room and saw some of the pictures, perhaps some of the same ones that we have all seen here since his testimony started. We were quite impressed with the pictures that we saw at that time. This was the first meeting.

Mr. W. MAY. Did you make arrangements then to have Mr. Linko's slides shown to other personnel of the Bureau of Public Roads?

Mr. PRISK. Yes, there was some free time on the following day and we prepared announcements to our division engineers of an informal meeting in the hotel and asked Mr. Linko if he would cooperate by showing his slides at that time. We also suggested to our division engineers that they might want to bring some State highway people with them. I think there were about 70 or 80 who attended that showing by Mr. Linko.

Mr. MAY. About how long did that presentation last?

Mr. PRISK. I would say 2 or 2½ hours. It was a very enthusiastic reception.

Mr. W. MAY. Fine. Mr. Chairman, for the record, so it may be clear, to show the enthusiasm of the Bureau of Public Roads to Mr. Linko's study, I will read at this point a Bureau memorandum. This is from the Washington office of the Bureau of Public Roads, a circular memorandum dated June 2, 1966. It is directed to all of the Bureau regional engineers from Mr. J. D. Lacy, Director of Highway Safety. Subject: "A Layman's Reaction to Roadside Hazards":

Mr. Joseph Linko, of New York City, a citizen with a strong public-minded interest in safety, showed a group of slides to an impromptu meeting of Bureau of Public Roads officials during the 1965 AASHO annual meeting. Although